

of piece goods. The Menado was also from the Indies.

About noon the officers and crews of the seven Dutch steamers which had been torpedoed by German submarines were marshalled at the Dutch Consulate, where they filed every available inch of space, for a conference with H. S. J. Mass, Consul-General of the Netherlands, which lasted several hours.

The officers made affidavits as to the circumstances of the sinking of their boats and the names of the crew members of the crews were taken by a squad of Dutch photographers.

All the Dutch sailors were closely guarded during their stay at the consulate rooms in an old building in the heart of the city, they having been instructed not to talk to reporters.

The officers, who were Dutch merchant seamen, as well as the members of the crews, who were well clad, appeared none the worse for their experiences. The officers were escorted with Consul-General Mass in his private office and the crews were lined up in a large ante-room. On having their names called they related their experiences to stenographers separately.

Details Kept Secret.

The officers and men acted like mutes when approached by newspaper men. Consul-General Mass said:

"The Dutch Government has instructed the officers and crews of these ships not to say anything for publication. I regret I cannot give out details of the sinkings, having myself received similar instructions."

It was noticed there were many negroes from the West Indies among the crews.

One officer of one of the torpedoed Dutch steamers, interviewed to-night, said:

"We were near the western approach to the English Channel when we picked up the crew of a Norwegian steamer. Just afterward a U-boat appeared on the scene and apparently the first was only saved by one of our ships, which stopped, the others going on. The submarine fired a torpedo, which just missed our ship, then fired shots overhead until we all stopped."

"The submarine came up to each ship and said we must enter the boats within five minutes, as she was going to sink us because we were in English waters. We had barely time to leave the ships before the German began their work. But all the crews, I believe, got off safely. After being on the water for several hours we were rescued by travelers and landed."

Seven persons were killed when the British steamship Brigadier was sunk, one of them being her captain. The ship was of 1,000 tons. The Trojan Prince was the largest British ship sunk, of 3,195 tons. The other two were the Longhorn, 3,052, and the Beneficent, 1,963 tons.

An official announcement from Berlin contains the news that the Italian ship Minas, already reported sunk, was a transport and carried 1,000 troops, reinforcements for Gen. Sarrail at Salonica, besides ammunition and \$500,000 in gold. The official statement follows: "A German submarine on February 17 sank by a torpedo in the Mediterranean the Italian transport steamer Minas, 2,854 tons. The steamer was bound to Salonica. She carried 1,000 troops, a large quantity of ammunition and \$500,000 in gold."

The steamer's crew and the troops on board perished, with the exception of two men who were rescued by the submarine.

"The destruction of the Minas was reported previously, but only now have the details become known."

The Berlin official Overseas News Agency announces the sinking by submarines of the Norwegian ships Solbakken, Ellavore and Havard, the loss of which has already been announced from German sources.

United States Consul Frost at Queens-town reported the sinking of the Norwegian bark Blenheim and the United States Consul at Oslo reported that of the Norwegian steamer Skrim. Each had an American in its crew. No lives were lost.

British Methods Denounced.

The new British regulations for tightening the naval blockade are denounced as illegal by German newspapers. The *Tagblatt* says the British order is "the restoration of private practice against neutrals" and an unprecedented violation of international law.

"England is hunting for tonnage," says the *Vossische Zeitung*. "Neutrals sailing the seas without calling at Entente ports will be taken in, the tonnage to be confiscated or under seizure. If they call at Entente ports they expose themselves to the same danger. The result is to re-establish privateering, which England regards as her natural privilege."

The *Lokaltidningen* says: "England is laying hands not only on neutral cargoes but on neutral ships, having established a legal basis for condemnation of all ships and cargoes which do not obey the orders."

JOY OVER U-BOAT HAVOC.

Berlin Hears That Already England Has Been Hit.

Berlin, by wireless, Feb. 24.—Naval military leaders are much pleased by the progress of the intensified submarine warfare in the last three weeks. Though the tonnage actually sunk in February probably will not reach 500,000, it is contended that the U-boat campaign has had instantaneous and far-reaching effects, not only as regards the destruction of ships but in the way of tying up neutral vessels.

"A boat interned is as good as a boat sent to the bottom," is the way the men at the Admiralty put it. "We are after tonnage, not lives."

The press here says European neutrals fully appreciate the havoc of the unrestricted submarine campaign. Withstanding efforts of the Entente to minimize it and conceal the results already attained, the submarine campaign has collapsed military aid on the various fronts and is almost the only topic of conversation in regard to the war.

"Reports from Stockholm" according to the *Overseas News Agency*, say the general opinion in the British capital is that England has supplies for little more than one month. All the British markets are uneasy in regard to the arrival of ships. There has been a general boom in quotations of imported supplies such as iron, steel, rubber, tea and cotton. After only a few weeks of the submarine campaign England is hard hit.

"Berlin newspapers say it is reported reliably that the British have induced neutral ships to carry poisoned food and wine in the hope that the crews of German submarines will take these articles and be poisoned."

Origin Safe in Port.

The steamship *Ortega* of the Pacific Steam Navigation Company has not been sunk, according to a statement issued yesterday by the company. A cable message has been received from Liverpool that the vessel is safe in port.

ENGLAND STANDS BY PREMIER'S POLICY

People Accept Willingly Big Sacrifice Called For in Cut in Imports.

AIDS MERCHANT MARINE

Step Is Equivalent to Adding 125 Ships of 5,000 Tons Each to Total.

Special Cable Despatch to The Sun, London, Feb. 24.—Great Britain is seemingly unanimous in accepting Premier Lloyd George's demand that imports be curtailed to reduce demands on shipping. It is estimated that the tonnage saved by the new restrictions will be equivalent to adding 125 new steamships of 5,000 tons each to the British merchant marine.

Since the announcement Lloyd George made of the restrictions to be enforced on imports, the country's feet are set in the task of winning the war. The announcement of the torpedoing of seven large Dutch steamships in the English Channel when we picked up the crew of a Norwegian steamer. Just afterward a U-boat appeared on the scene and apparently the first was only saved by one of our ships, which stopped, the others going on. The submarine fired a torpedo, which just missed our ship, then fired shots overhead until we all stopped.

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the price fixed by the Food Controller, were summoned to court and fined. Pontypool dealers who tried to sell their goods at 6 cents a pound were attacked by a crowd. Their supplies were taken over by the police and disposed of at the legal price. In London the supplies of potatoes also were short.

SMALL EFFECT SEEN.

British Railing Will Affect Only Meagre Ratio of Exports.

The effect of Great Britain's latest ruling against the importation of certain articles will be very small on American export trade, according to large commission houses yesterday. It was estimated that the articles on the restricted list sent to Great Britain in a year did not amount to more than \$75,000,000, whereas American trade with Great Britain last year ran into the billions.

The most important item affecting American trade included on the restricted list is leather. The exports of which last year amounted to more than \$25,000,000. Many of the large leather concerns, however, have contracts with the British Government for certain amounts of leather, which will not be affected by the latest ruling.

Export houses are at a loss to understand why exports of salmon have been placed on the restricted list inasmuch as large quantities of canned salmon have been purchased in this country for the British army. Last year salmon valued at nearly \$10,000,000 was purchased in this country.

FINLAND THROUGH U-BOAT ZONE

Last of the American Liners Due Probably on Tuesday.

The American Line steamship Finland, with 166 passengers aboard, left Liverpool on February 24, and probably has passed safely through the submarine zone by this time, the steamship line announced yesterday. The vessel will arrive at the North River all six of the American Line vessels will be in one port for the first time. It is believed the majority of the passengers on board are Americans.

ITALIANS CHEER U. S.

Theatre Audience in Rome Rises for "Star Spangled Banner."

Rome, Feb. 24.—When the members of the American Embassy here, headed by Ambassador Page, entered the Apollo Theatre to witness a presentation of "The Invasion of America" given for benevolent purposes under auspices of the *Giornale d'Italia*, the orchestra played the "Star Spangled Banner," and the audience arose and cheered frantically, crying "Viva America! Viva our new ally!" The demonstration was repeated several times while Ambassador Page bowed in acknowledgment.

The theatre was decorated with American flags. Diplomats, Government Ministers, Senators and Deputies were in the audience.

BELGIAN RELIEF SERVICE.

Sailing of Vessels To and From Rotterdam Resumed.

LONDON, Feb. 24.—The Belgian Relief Commission announced that the sailing of relief vessels from overseas ports to and from Rotterdam has been resumed. The vessels will proceed by way of the North Sea and will be furnished with German safe conduct passes as heretofore.

No arrangement has yet been made for the release of vessels bound for Rotterdam and which are now held in port, but the latest arrangement assures a continuance of the relief for Belgium and northern France.

There has been much uncertainty concerning the status of Belgian relief ships under the German submarine warfare measures. On February 17 the commission announced that the operation of all its transportation facilities had been ordered suspended pending the outcome of negotiations.

2 YARROWDALE MEN ARE OUT.

They Arrive in Holland—Americans Expected There Soon.

OLDENZAAL, Holland, Feb. 24, via London, Feb. 25.—Two neutral sailors, a Dane and a Greek, taken on board many on the prize ship Yarrowdale, have arrived here following their release by the German authorities.

The seventy-two Americans who were also taken to Germany on the Yarrowdale are expected here shortly.

5,000,000 FOR BRITISH ARMY.

Navy Additions to Make the Total Personnel 450,000.

LONDON, Feb. 24.—The army estimate issued to-day provides for an army of 5,000,000 men, exclusive of India.

An additional navy estimate calls for 50,000 officers and men, bringing the total of the navy personnel to 450,000.

MANY TO GREET U. S. SHIPS.

Unusual Interest Shown Over Orleans and Rochester.

BROOKLYN, Feb. 24.—The arrival here of the American freight steamers Rochester and Orleans is awaited with extraordinary interest.

The Orleans is expected to arrive first, possibly on Monday. E. Thornton, Paris representative of the Kerr Steamship Company, is here waiting for the Rochester.

May Give Birth Control Data.

SPRINGFIELD, Ill., Feb. 24.—The way to a birth control propaganda in Illinois was opened to-day in an opinion by Edward J. Brudage, Attorney-General, notifying a Chicago citizens' committee that there was nothing in the statutes to prevent physicians giving advice to married women.

BERNSTORFF'S DELAY MAY BE AN ISSUE

Germany Likely to Protest in Effort to Stir Trouble With Britain.

LANSSING TO AVOID CLASH

Swedish Minister Explains Mystery Trunk Was Regular Paper Channel.

WASHINGTON, Feb. 24.—There are indications here that Germany will seek to raise an issue with the United States over the detention at Halifax of the Frederick VIII, with former Ambassador von Bernstorff and other Germans from the United States on board.

Dr. Paul Ritter, the Swiss Minister, who represents German interests, already has delivered to the State Department a note from Berlin stating that the treatment accorded to Americans remaining in Germany would depend on circumstances connected with the return to Germany of the Von Bernstorff party.

The delay of the Frederick VIII at Halifax is said here to be due entirely to the rigorous search which the British authorities are conducting. It was realized this search would take some time and that the ship's cargo and the passengers' baggage would be scrupulously examined. In granting safe conduct to Count von Bernstorff and his party the British Government does not waive its right to prevent forbidden documents or other forbidden material from getting into Germany. Therefore no undue haste is being exercised in the examination of the ship.

Chance to Make Trouble.

But Berlin, although the German methods of examination are as long and thorough as the British, is apparently seeking to make an incident out of the delay of the Frederick VIII. It offers an opportunity for Wilhelmstrasse to seek to make trouble between Great Britain and the United States because if Germany holds Americans in hostage on account of the British delay in examining the ship it is calculated the American Government will become impatient with Great Britain over the delay in permitting the ship to sail.

It is not likely, however, that the State Department will become involved in any controversy with the British authorities over the delay. Prompting from Berlin to make this Government to take the matter with London for the reason that it is assumed here that as soon as the painstaking examination of the Frederick VIII is completed she will be released.

Mystery Trunk Explained.

W. A. Ekengren, Swedish Minister here, explained to-night that reports from Halifax concerning the "mystery trunk" which was giving the British authorities much anxiety, were distorted and exaggerated. He said the trunk contained official Swedish mail sent from the legation here and destined for his Government in Stockholm. He sent it from here to New York on the day before the Frederick VIII, said, placing it in charge of a special courier. Through some mistake the trunk got in with the ordinary baggage in New York.

MAY SAIL SHORTLY.

Agents Examining Frederick VIII, Leaving Halifax.

HALIFAX, N. S., Feb. 24.—The Frederick VIII, on which Count von Bernstorff, former German Ambassador to the United States, and a party of German consular agents are returning to their native land, may sail late to-night for Copenhagen.

"Of course they will not break the consular seal," Mr. Ekengren said to-night.

The Minister does not believe the British authorities will detain the trunk or make difficulties over the case. He says he has been continually sending his mail via trunks, sometimes two or three a time, and his mail day is only once a month and they have never yet been interfered with by the British authorities.

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MANY FLEET LINERS TO CARRY FREIGHT

Fastest Ships in World to Enter British Service to Offset U-Boats.

MAURETANIA TO BE ONE

Slower Craft to Take Up Their Duty as Troop and Hospital Ships.

A big fleet of armed liners in use as hospital ships and transports will be put into transatlantic service soon by the British Admiralty as freighters for large amounts of foodstuffs and raw materials to England, according to a well-authenticated report received yesterday, which added also that convoys would be furnished.

The plan of the British Admiralty, according to one outline, is to sail the liners from New York and from British ports in fleets of five or six vessels, with destroyers and other light warships circling about them to keep off submarines. Shipping men here believe the plan is to be put into effect at once, pointing out that great difficulties would be experienced in getting the liners from New York and from British ports in fleets of five or six vessels, with destroyers and other light warships circling about them to keep off submarines.

GERMAN BACHELORS TAXED.

Persons With Children Will Get Relief From Imposts.

LONDON, Feb. 24.—Dr. August von Leutze, Prussian Minister of Finance, has announced a new heavy tax on bachelors, according to a Berlin telegraph transmitted by the Cologne Telegraph Copenhagen correspondent.

Persons with children, on the other hand, the announcement states, will be relieved of the tax. The new tax is a supplementary taxation according to the number of their children.

RELIEF SHIP LANE FIXED.

Hoover Gets British and German To Pass Vessels to Belgium.

Herbert C. Hoover, chairman of the Commission for Relief in Belgium, said yesterday the commission has effected an arrangement with the British Government on one side and the German Government on the other, by which an acceptable lane for relief commodities ships between North American ports and Rotterdam has been fixed.

The commission expects in ten days during the course of the next few days the sixteen steamers already loaded or loading in American ports, and has made such arrangements for the supplies as will prevent any delay in loading and despatching the twenty-three additional steamers now en route or chartered.

ITALY SEEKS NATIONALS HERE.

Negotiations Proceeding for Their Return if U. S. Enters War.

Special Cable Despatch to The Sun, Rome, Feb. 24.—Negotiations are proceeding for the return to Italy of Italian-Americans of military age in case the United States enters the war. Probable arrangements will be made for them to work in munition factories if the negotiations are successful.

The Italian Immigration Bureau still allows Italian families and sometimes, it is thought, deserters from the army to emigrate to the United States. The complete stoppage of emigration to the United States is now demanded, on the ground that many thousands of useful men are allowed to leave Italy when Italy needs them.

Although the size of these vessels will make them an easily marked target to German submarine commanders, their speed will make them hard prey to being down, as all the vessels mentioned could easily distance the fastest German submarine.

In their places as transports and hospital ships other vessels have already been provided, it is said. British and other allied shipbuilding concerns have been kept busy since the outbreak of the war turning out new craft to keep up with the submarine depredations.

Although food, especially wheat, is needed in Great Britain, much of the cargo space in the new freighters will be taken up with raw materials for Britain's war industry. Copper is the metal most needed, but iron and steel are also in great demand. Great quantities of cotton will also be imported.

LAW SUNK BY GERMAN U-BOAT.

Austrians Unable to Reach Mediterranean, Rome Believes.

Special Cable Despatch to The Sun, Rome, Feb. 24.—It is considered certain here that the submarine which sank the American sailing ship Lyman M. Law was a German and not an Austrian vessel, and that all or nearly all the ships sunk in the Mediterranean were sunk by German U-boats.

The reason for this is that it is stated that the Italian blockade of the Adriatic is absolute and Austrian submarines are able to get into the Mediterranean. It is believed that all the submarines there are German save perhaps a few Austrian craft that have been cut off from their bases. Many submarine bases in the Mediterranean have been destroyed.

AUSTRIANS ARE DISPERSED.

Italian Artillery Shells Column of Troops in Drave Valley.

LONDON, Feb. 24.—The Italian War Office issued to-day the following report: "The usual artillery action took place yesterday. Our batteries dispersed an enemy column in the valley of the Drave. Enemy reconnoitering parties were driven back, and we took prisoners."

In the area southeast of Goritz we raided enemy trenches near Verbolta. Some prisoners fell into our hands."

KRUPP STRIKE IS SPREADING.

Total of 40,000 Workers Said to Be Out in Food Demand.

MAASTRICHT, Holland, via London, Feb. 24.—The strike in the Krupp factories in Essen is constantly extending, according to *Les Nouvelles*. The paper says that 40,000 workers are now on strike due to the lack of food and that disturbances have occurred at Aix-la-Chapelle from the same cause. The police asked for the intervention of troops who, it is said, refused to act.

An Amsterdam despatch under date of February 21 said that the Amsterdam *Telegraaf's* frontier correspondent reported that 17,000 workmen in the Krupp works had been on strike for a fortnight. The correspondent said that many of the strikers had been sent to the front.

SPY CASE OUTLINED TO U. S. GRAND JURY

Unusual Secrecy Maintained Over Effort to Indict Arrested Men.

More than the usual secrecy that attends a session of the Federal Grand Jury surrounded the hearing yesterday of the case against Albert A. Sander, head of the Central Powers War Film Exchange, and Karl Wimmerberg, his assistant, on a charge of conspiring to effect a system of espionage in England in behalf of Germany.

United States Attorney H. Snowden Marshall and his assistant, John E. Knox, would give no details of the testimony for publication. Both, however, were emphatic in saying that there was "nothing to report" about an investigation into a alleged plot to assassinate President Wilson. They insisted that such a thing was not being investigated by the Grand Jury.

There was no denial, however, of the report that Robert Davis, Sing Sing convict and former associate of Wimmerberg, had told of seeing dynamite in Wimmerberg's suit case. Neither was there any denial of the story that Wimmerberg last summer had revealed asked Davis to place time clock inside certain ships. Wimmerberg had a 14 foot motor boat that he used for making long cruises along the Atlantic coast. Among the witnesses was Mrs. H. Fisher, who kept the boarding house in Brooklyn where Davis and Wimmerberg lived for a time. She repeated the story that she had given to the public. Walter Oestreicher, managing editor of a Brooklyn newspaper, was called to the stand to testify that he had seen Wimmerberg and Sander in the chain of evidence. Eric P. Rossell, a reporter on the *Deutsche Journal*, also gave testimony.

The Grand Jurors were asked to return at 2 o'clock to-morrow, and the hearing was likely an indictment would be returned then or Tuesday. It was said yesterday that two newspaper men who are said to have been summoned by Sander to go to Europe on the pretext of bringing back war films, are being sought by the Government officials to give testimony.

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